

# Wichita Daily Eagle

M. M. MURDOCK, Editor.  
R. P. MURDOCK, Business Manager.  
M. M. MURDOCK & BRO.  
Publishers and Proprietors.

All letters pertaining to the business of the printing department or business manager, should be addressed to the business manager; all other communications to the editor.  
The daily paper is published at 10 o'clock, and the weekly paper at 10 o'clock, and the daily paper is published at 10 o'clock, and the weekly paper at 10 o'clock.

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BY CARRIERS—IN THE CITY AND SUBURBS.  
The Eagle is delivered by carriers in Wichita and all suburbs at 2 o'clock, and is delivered by mail at 10 o'clock, and is delivered by mail at 10 o'clock, and is delivered by mail at 10 o'clock.

Counting Room—No. 20  
Editorial Room—No. 20  
Business Office—No. 20

Our rates of advertising are as low as those of any other paper of equal value as an advertising medium.  
Transient advertisements may be paid for in advance.  
Entered by the publisher as second class matter and entered for mailing at special rate of postage provided for in act of October 3, 1917, authorized by act of October 3, 1917.

Readers of the Eagle when in New York City or Chicago can obtain copies of the paper at the office of our agent at the corner of Broadway and Nassau streets, New York City, and at the corner of Broadway and Nassau streets, New York City, and at the corner of Broadway and Nassau streets, New York City.

The Eagle has the largest circulation of any daily paper in Kansas and covers more territory than any other paper in the state. It is published at 10 o'clock, and is delivered by mail at 10 o'clock, and is delivered by mail at 10 o'clock.

Advertisements in the Eagle are placed on a basis of space. The rate for one square of 10 lines for one week is \$1.00. For one month, \$3.00. For three months, \$8.00. For six months, \$15.00. For one year, \$30.00.

PERSONALS.

R. C. Frazin, of St. Joe, is at the Metropolitan.

A. H. Baker will Sunday at the Occidental.

W. E. Hensley, of Cleveland, O., is at the Occidental.

H. A. Smith, of Coldwater, spent yesterday in the city.

J. C. Elliott, of Chicago, will Sunday at the Metropolitan.

Henry Parsons, of Eureka, spent yesterday in the city.

W. W. Warton, of Kingman, will Sunday at the Metropolitan.

J. A. Porter, of Melville, Pa., is in the city on a prospecting tour.

Mr. Charles Miller, of Peoria, is visiting his friend Mr. Chas. Ballance.

Mr. R. Allen Hall leaves today for a short business trip to Chicago.

G. G. Brown, of Rockford, Ill., is looking after some business in the city.

Mr. John L. Rinker, of Carlinville, Ill., is in the city on a prospecting tour.

Mrs. H. H. Morrison leaves this morning for Emporia and Kansas City on a visit.

Mr. C. C. Thomas, merchant of Mount Hope, is in the city yesterday on business.

Mr. Dudley B. Hine has returned from a very important business trip down in Texas.

Mr. C. H. Bardshar, of Mount Hope, is in the city yesterday looking up his friends.

M. J. Oliver leaves for the south this evening to bring his family back to the Charned Circle.

H. P. Floyd, of the Farmers' Manufacturing company, of Chicago, is in the city on a business trip.

W. H. Rauch spent yesterday at Sterling where he sold twenty-four horses for eastern clients. He says there was a \$1500 among the lot.

Girls are wanted at this office to do folding.

A job press feeder is wanted in the press room of this office immediately.

Dr. Durnal reports cattle sold from four farms yesterday amounting to \$148.10.

The clearings yesterday amounted to \$179,705.75, against \$109,490.56 the same day one year ago.

Mr. J. K. Sawyer authorizes the statement that he has decided not to be a candidate for member of the school board in the first ward.

The party who lost the small leather pocketbook containing two local Santa Fe railroad checks yesterday can get same by calling at EAGLE business office.

Mr. Edward Clark has opened a neat cigar stand at 511 East Douglas avenue. He has a very reading room, where one can go and pass a half hour pleasantly.

The use of the First M. E. church for Mr. Kennan's lecture this evening was kindly given to the St. Paul's M. E. church for the benefit of the lecture was given.

The Rev. R. W. Rhams, who preached at the St. John's Episcopal church two weeks ago, will be regularly called by the vestry, and it is hoped that he will be able to respond.

H. L. Taylor, editor of the Winona (Ill.) Index, accompanied by his wife, who are visiting Mr. Taylor's brother, Lee Taylor, called at the city last evening to pay their respects to the editor.

Mrs. P. A. Peckham, who has been spending the winter with her daughter, Mrs. R. Allen Hall, leaves today for her home in Coldwater, Mich., having received the announcement of her mother's illness.

Forty of the school teachers sent in their names yesterday as members of the Humane society which brings the membership up pretty close to two hundred. The directors say they are going to keep the roll rolling.

The friends of Miss Rose Payne will be pained to hear that she is returning home from her school near Valley Center, Kan., where she was teaching, and that she is returning home from her school near Valley Center, Kan., where she was teaching, and that she is returning home from her school near Valley Center, Kan., where she was teaching.

Yesterday was a good day for the farmers to come to town. Every farm horse in the city was full of farmers' horses while the streets bore witness to the fact that the families came in also. The merchants and no fault to find with yesterday's business.

Mr. George E. Campbell has consented to be a candidate for member of the board of education from the Third ward, to succeed Samuel J. Howe who is not a candidate for reelection. Mr. Campbell's term of member of the school board will expire this spring.

The drawing took place Friday evening, March 28, at the Orphan asylum. The winning numbers are as follows: First prize, picture; second prize, 100; third prize, 50; fourth prize, 25; fifth prize, 10; sixth prize, 5; seventh prize, 2; eighth prize, 1; ninth prize, 1; tenth prize, 1.

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## BARBER ASPHALT PLANT.

REPRESENTING TWO HUNDRED AND FIFTY MILES OF PAVEMENT.

The Plant at Wichita—The Main Street Paving—Four Hundred Hands Employed—The Street Thoroughly Cleaned—Business Men and Laborers.

Main street, thronged as it was yesterday with laborers and business men, not to mention the hundreds of ladies, was a sight indicative of boom and prosperity. In addition to these for the greater part of the day there were hundreds of farmers and their families in the city doing their weekly shopping and an occasional block-



VIEW OF WORKS.

ade was not at all a strange occurrence. Although the work of paving by the Barber Asphalt company is progressing rapidly, the company manages so that very little hindrance occurs to traffic. This is particularly fortunate, for Main street could not possibly be dispensed with at this busy season of the year.

The Barber Asphalt plant of Wichita is situated on the island just north of the Douglas avenue bridge and is one of twenty-eight operated by the same company in other cities. Mr. T. E. Green, one of the vice presidents, who was in the city several days since, said that this plant was the largest and most complete of any of them.

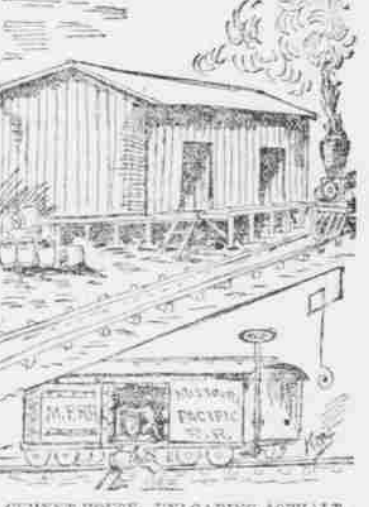
The Trinidad asphaltum is the base of the pavement and its merits for this purpose have been frequently discussed and are well understood. The plant is composed of the factory proper, cement warehouse, offices, and several smaller buildings. Upwards of four hundred hands are constantly employed in order to push the work to conclusion as rapidly as possible.

Main street will be paved from Lewis to Park, a distance of four hundred feet, and Market street from English to Pine, with intersections, already completed. The company hopes to secure further contracts which matter of course lies with the city administration. This kind of pavement finds great favor in some cities and upwards of 1,500,000 square yards of other pavements have been taken up and substituted with asphaltum. About 4,000,000 square yards or two hundred and fifty miles of streets are at present paved with asphaltum. The following table gives an idea of where it is located and by what cities it is preferred. Since this summary was made up about 400,000 square yards have been laid in other places including

|                     |           |
|---------------------|-----------|
| Washington, D. C.   | 500,000   |
| Baltimore, Md.      | 1,100,000 |
| St. Louis, Mo.      | 1,200,000 |
| New York, N. Y.     | 1,300,000 |
| Chicago, Ill.       | 1,400,000 |
| Philadelphia, Pa.   | 1,500,000 |
| San Francisco, Cal. | 1,600,000 |
| Portland, Ore.      | 1,700,000 |
| San Antonio, Tex.   | 1,800,000 |
| St. Paul, Minn.     | 1,900,000 |
| St. Louis, Mo.      | 2,000,000 |
| St. Paul, Minn.     | 2,100,000 |
| St. Louis, Mo.      | 2,200,000 |
| St. Paul, Minn.     | 2,300,000 |
| St. Louis, Mo.      | 2,400,000 |
| St. Paul, Minn.     | 2,500,000 |
| St. Louis, Mo.      | 2,600,000 |
| St. Paul, Minn.     | 2,700,000 |
| St. Louis, Mo.      | 2,800,000 |
| St. Paul, Minn.     | 2,900,000 |
| St. Louis, Mo.      | 3,000,000 |
| St. Paul, Minn.     | 3,100,000 |
| St. Louis, Mo.      | 3,200,000 |
| St. Paul, Minn.     | 3,300,000 |
| St. Louis, Mo.      | 3,400,000 |
| St. Paul, Minn.     | 3,500,000 |
| St. Louis, Mo.      | 3,600,000 |
| St. Paul, Minn.     | 3,700,000 |
| St. Louis, Mo.      | 3,800,000 |
| St. Paul, Minn.     | 3,900,000 |
| St. Louis, Mo.      | 4,000,000 |
| St. Paul, Minn.     | 4,100,000 |
| St. Louis, Mo.      | 4,200,000 |
| St. Paul, Minn.     | 4,300,000 |
| St. Louis, Mo.      | 4,400,000 |
| St. Paul, Minn.     | 4,500,000 |
| St. Louis, Mo.      | 4,600,000 |
| St. Paul, Minn.     | 4,700,000 |
| St. Louis, Mo.      | 4,800,000 |
| St. Paul, Minn.     | 4,900,000 |
| St. Louis, Mo.      | 5,000,000 |

Total, 1,500,000.

A street pavement is, strictly speaking, an engineering construction designed to

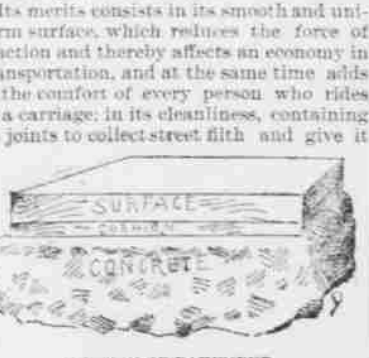


CEMENT HOUSE—UNLOADING ASPHALT.

carry certain loads and resist wear from blows and abrasion. The same materials are available for this as for any other form of construction, viz., stone, wood, iron, brick, and the only questions for consideration are, first, which of these materials is best suited to the requirements of this special kind of construction; and, second, having decided the material, what is the best form in which to use it.

The Barber Asphalt company claims that their material answers all these requirements and for cheapness and durability is rivaled by none. A large number of the asphalt pavements of Washington were laid by the firm of A. L. Barber & Co., and in the spring of 1883 this firm was incorporated as the Barber Asphalt Paving company, which began the introduction of the Washington asphalt in other cities. Buffalo and Omaha were the first cities to try it, and in these the asphalt has now reached a development of nearly 1,000,000 yards, or about sixty-five miles. From these it has spread to various cities, sixteen in all, in which the total area is now a little over 3,500,000 yards, or 25 miles.

Its merits consist in its smooth and uniform surface, which reduces the force of traction and thereby affects an economy in transportation, and at the same time adds to the comfort of every person who rides in a carriage. In its cleanliness, containing no joints to collect street filth and give it



SECTION OF PAVEMENT.

off in dust, and no vegetable matter to decay and poison the air with noxious vapors. In its noiselessness, which relieves the racket and roar of great cities, so trying to the nerves. These excellent qualities are not denied by any one. Two defects have been alleged against it; first, that it is slippery and, second, that it is not durable. Neither allegation is founded

## METROPOLITAN SERVICE.

WHAT THE WICHITA ELECTRIC RAILWAY PROMISES THE CITY.

Thirty Miles of Electric Line to be Constructed and Equipped within Six Months—Arrangements Made for Commencing Work this Week.

The Wichita Electric Railway company, which is the result of a consolidation of the City Railway and the Riverside & Suburban, will commence work in a few days and the result within four or five months will be a greatly improved service to the city. The capital stock of the company is one million dollars, and it is proposed within the next six months to expend at least \$150,000 in improvements. In addition to supplying the city with a much better service and making the city in fact and appearance more prosperous, much of the money expended in making the improvements will go direct to the laboring classes of the city. The labor necessary for making the improvements is of such a class that practically all of it can be done by laborers living in the city, which calls for a large per cent of the amount to be expended to remain in the city, and possibly go where it may be most needed.

Since the franchise was granted, less than a week ago, the company has been quite active in getting ready to make a showing of business. The first question to be decided was the electric system to put in and in the face of experience in the city with the Traction House and the Sprague system the former was the unanimous choice. It is expected that an agent of that company who will superintend the construction of the line will reach the city today and tomorrow will commence work.

The franchise as passed calls for eight miles to be completed within four months, but the company proposes to put down three or four times this mileage just as soon as the work can be completed. While it is optional to have only a few miles additional electric line and operate the suburban line with horse cars, it is proposed not to take advantage of that clause for the reason that it is decided to be more business like to operate the entire system and rebuild the entire line and make practically all of it entirely all of it an electric line. This will cause many "dead end" branches to be cut off without apology or remorse. Only such lines and branches will be built as are known to a certainty that will be profitable. This may cut down the number of miles of track operated and increase the dividends. In the rush of construction, resulting from a demand in many directions, at the same time the city railway system has many sharp corners and turns and often the lines are much longer than they should be and passengers go a long distance to get only a few blocks. While this line is always detracted from the efficiency of the service it at the same time has increased operating expenses. The result to the company was more expenses and not so many nickles.

In the new it is proposed to give careful attention to the new lines with reference to taking the best possible routes to accommodate the business of the city. The line will be composed of a less mileage it is proposed to increase the efficiency of the service to every part of the city, which will be an arrangement and a change most acceptable to the city as well as to the company.

As outlined at present the new system will include a line from City park on the north to the fair grounds on the south along Main street through the center of the city. From College Hill on the east to Garfield university on the west occupying Douglas avenue. From Douglas avenue north on Topeka avenue to the packing houses. A line will branch off Douglas to the packing houses and the Douglas line as yet has not been determined upon. This is a general outline made so far and is a fair frame work which will be rounded out as the demand suggests.

The company has decided to use the Johnston rail which is generally referred to as the best for such purposes. It is proposed to use the new work on an old street and on Topeka avenue and within two weeks probably 200 men will be engaged on track and line and remain at work until the system as outlined has been completed.

As to the paving question Mr. J. O. Davidson stated yesterday that the company proposed to use the new work on an old street and on Topeka avenue and within two weeks probably 200 men will be engaged on track and line and remain at work until the system as outlined has been completed.

Then the party took in a Wichita hog killing and in Whitaker's and Dold's big packeries saw the fat porkers swing down to death and dismemberment. A thousand hogs in a thousand seconds, or something like that is the way they said to the hog. It may be of some comfort to these hogs to know that they are killed, scraped and handled by the very latest thing in hog machinery. Everything in the packery was new and bright and the expert butchers stabbed, slow, sliced and hacked with the precision of army surgeons.

Time is up and here they stay in the giant of Kansas is drawing to a close. Entering the carriages we whirl past lovely homes and elegant residences, through fine streets shaded with magnificent trees, past huge business blocks and noble churches. We are at the car again shaking hands, parting with regret from our new friends of Wichita. We are off and the unanimous verdict is that Wichita was the best of all.

MR. GEORGE KENNAN'S LECTURE.  
Last evening a large audience assembled at the First M. E. church to listen to the great lecture by George Kennan on Siberia and the condition of the political convicts imprisoned there. The audience was the largest that has ever assembled under similar circumstances here this season.

The speaker was introduced by Dr. R. W. Stevenson, superintendent of city schools, who was formerly Mr. Kennan's teacher. The lecturer has a resonant voice, impressive manner and entertaining style. An adequate synopsis of the lecture would be impossible, the details of composition were so full. One must hear the lecture to feel that interest which his magazine articles convey only a partial idea. His several years' business career and travels in European and Asiatic Russia were presented in a graphic and entertaining style. His journey to the mines of eastern Siberia, where he witnessed the treatment of political convicts, and the ensuing display in evading arrest for passing unlawful letters, all combined to impress his hearers of the truth of his statements and the speaker's personal knowledge of all these facts. The lecture, of more than two hours in length, was given to all with the greatest attention throughout. He illustrated the prisoners' dreary life by wearing one through the last half of his lecture. Anecdotes were related and letters read forcibly illustrating his discourse.

JOHN EXTON ABOUT PAVEMENT.  
A property owner of Douglas avenue wrote to John Exton to go to St. Paul and see Colonel Drake and this gentleman's pavement there, and the following is his answer: "I have been to St. Paul to see Colonel Drake and like his pavement very much. He promises me that he would take extra pains with Douglas avenue and make it one of the hand-somest paved streets in the city. Engineers here consider the pavement the most durable that is known. Colonel Drake tells me that the cement is already shipped and he is all ready to go to work."

MOHAKAT CONSERVATORY OF MUSIC.  
The fourth term will begin on Tuesday, April 8. Students enrolled at the music rooms at Garfield university and Lewis academy. Those who contemplate attending will do well to register as early in the term as possible.

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